

(ESTABLISHED 1888)

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Intimations.

JAPAN **COALS.**

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinokami, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkobara and other Coals.

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30-341

THE DISTILLERS Co., LIMITED.


D.	WHISKY.
	Bar Bar \$10.50

GIN. Per Doz. - \$16.50
"OLD TOM" C.


“DRY”
Per Doz. - - \$9.00

SOLE AGENTS:
H. PRICE & Co.,

Hongkong, 26th January, 1903. 12, Queen's Road. 1952c

 CALDBECK, MACGREGOR & CO

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1864.

 HONGKONG 16 Queen's Road.
SHANGHAI 4 Foorchow Road.
SINGAPORE Raffles Quay.
GLASGOW 107 North Street.

GLASGOW St. John's Square.
LONDON Rangoon Street, Crutched Friars.
AGENCIES:—In principal ports of China, the Philippine
Islands, and Straits Settlements.

Hongkong, 26th May, 1903. [22]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)
CODE ADDRESS: "YOSEMITE"
25 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.

DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.
EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.
ENGLISH, SCOTCH AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.
JAS. D. M. CAMERON,
Manager.

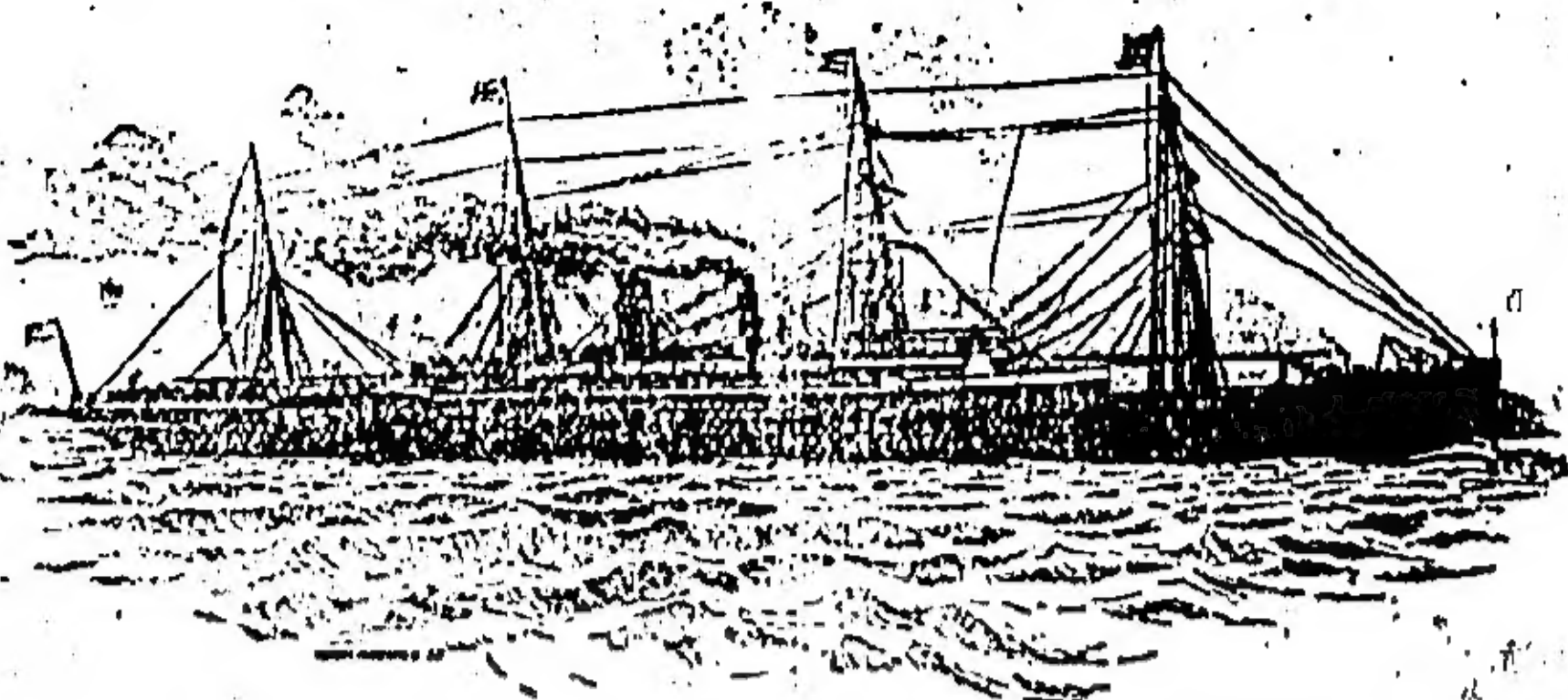
HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAIN TERMINUS, Tel. 66.
For Terms, &c., apply to the **MANAGER**

Hongkong, 2nd July, 1900. (1)

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"MORIO"	TUESDAY, 16th June, at Noon.
"MITSUBISHI MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"OPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAZELLE"	TUESDAY, 4th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct.-28th-29th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago in destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the S. M. S. Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,435 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 25th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

KÖNSTLERSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SEGROVIA	HAVRE, BREMEN and HAMBURG.	2nd June.	Freight
Forck	(Calling at SINGAPORE and COLOMBO).		
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers
	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight
Borch	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	14th July.	Freight
Jaburg	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	28th July.	Freight and Passengers
V. Binkel	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE and HAMBURG.	11th August.	Freight
Rondon	(Calling at SINGAPORE and PENANG).		
NUBIA	NEW YORK VIA PORTS.	2nd June.	Freight
von Hof			

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 22nd May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,300 tons,	Captain H. D. Jones.
"POWAN,"	2,300 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,200 "	A. W. Dixon.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday excepted.

Do. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons,	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Wednesday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Thursday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	1,569 tons,	Captain R. D. Thomas.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded, lass.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO.'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES)
HEINZ'S APPLE BUTTER cannot be surpassed.
HEINZ'S BAKED BEANS)

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER-VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

Hongkong, 13th March, 1903.

Hongkong, 13th March, 1903.

Hongkong, 13th March, 1903.

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Hongkong, 13th March, 1903.

Hongkong, 13th March, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY

Late Dakin, Crulchank & Co., Ltd.

[368d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex

Factory.

In Bags of 50 lbs. Net \$3.00 per Bag ex

Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

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LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Wing Lok Building.

[40]

Intimations.
A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS
ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY.
Dinner Wine, Green Seal
Capsule \$12.00 1.00

C. MANZANILLA, PALE
NATURAL SHERRY,
White Capsule 13.50 1.20

CC. SUPERIOR OLD DRY,
PALE NATURAL
SHERRY, Red Seal
Capsule 16.00 1.40

D. VERY SUPERIOR OLD
PALE DRY, Choice Old
Wine, White Seal Capsule 18.00 1.50

E. EXTRASUPERIOR OLD
PALE DRY, Very Finest
Quality (old bottled),
Black Seal Capsule 27.00 2.25

B, C, and CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a
very fine Vintage.

GUARANTEED SUPERIOR XERES
WINES.

The following Wines, bottled in Europe,
have been specially selected, and procured
from the celebrated firm of Messrs. GILFILLAN,
G. SANDERSON, & CO., of London,
Oporto and Xeres:—

LIGHT DRY \$16.50 1.40
SOLERA 24.00 2.00
VERY PALE DRY 24.00 2.00
FULL GOLDEN 27.00 2.25
PALE DRY NUTTY 30.00 2.50
FINE OLD BROWN 40.00 3.50

MADEIRA.

GOOD \$16.50 1.40
FINE 27.00 2.25

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 346.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1903. (28d)

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. C. Code, 1st Edition.
Lieber's Standard Code.
HONGKONG, 23rd May, 1903. (155d)

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee Hong Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.
On the 7th inst., at the French Hospital,
Bangkok, the wife of W. A. ROBINSON, of a son.
At Batavia, Java, on the 9th inst., the wife of
J. C. FERRIER of the Borneo Co., Ltd., of a son.

MARRIAGE.
At St. Andrew's Cathedral, Singapore, on the
16th inst., by the Rev. E. Griffith Evans, Actg.
Col. Chaplain, GEORGE DOUGLAS RUSHTON,
Commander, Cable Ship *Sherrin Osborne*, to
WINIFRED ELSIE, daughter of Mr. and Mrs.
S. Hancock, "Hill View," Keppel Harbour.
(Australian papers please copy).

DEATH.
At Bangkok, of cholera on the 8th instant,
the Reverend BROOKS, of the American
Presbyterian Mission.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 26, 1903.

PROF. SIMPSON ON TROPICAL
HYGIENE.

Professor W. J. Simpson, whose lengthy
report on the "causes and continuance of
plague in Hongkong and suggestions as to
remedial measures" was recently published in
these columns, has been writing a very
interesting series of articles on "tropical
hygiene." The exigencies of modern life and
the rush and stress of business are apt to
lead one into disregarding the subject, al-
though it will not be denied that its im-
portance cannot be over-estimated. It is
a matter with which all of us in Hongkong
are most deeply concerned and, as such,
it will not be out of place if we give a few
of the more important points embodied in
the article. In his first communication the
eminent expert deals with the condi-
tions which necessitate the practice of a
special application of the subject in these
parts, and after alluding to the indispu-
table facts that the climate, general
character of the plants, the inhabitants, their
food, clothing, habit, customs, mode of
thought, and their diseases, which differ
from those usually found in a temperate
zone, points out that they are factors which
are bound to gradually affect the new-comer,
and necessitate a certain adjustment to the
new conditions on the part of the individual.

This adjustment, in some respects, may be
voluntary, but in others it is involuntary and
beyond control. For instance, as regards
involuntary adjustment, he says, the effect of
a tropical climate, whether dry or moist, on
a European constitution, is to gradually
bring about a change in the customary
physiological functions of certain organs of
the body. The change is an effort on the part
of the system to adapt itself to the new con-
ditions. Until this process of acclimatisation
is fully attained and the system has accom-
modated itself to its surroundings, the in-
dividual is, from the slightest indiscretion,
highly susceptible to disorder and disease.
Speaking in general terms, we find it stated
that the effect of a warm climate is to
diminish the vital activities; thus the pulse
is slowed and the heart's action weakened,
the powers of digestion are enfeebled, the
appetite lessened, nutrition depressed, mani-
festing itself in loss of weight or a super-
fluous deposition of fat and lessened bodily
vigour. The nervous system, which is first
of all stimulated and later depressed, is put
in a state of tension which allows of it to be
easily affected by external impressions. All
these changes, he says, may consist with a
feeling of health, and it is only after a
prolonged stay in the tropics, or when the
individual has some weak point in his
constitution, or most frequently of all,
when the laws of health are not attended to
that the relaxed state of the system is
followed by derangement and disease.

The practice in the tropics of personal
hygiene, he observes, based on the fore-
going considerations. Under exposure to a
tropical sun without sufficient protection
is to be avoided. The heat rays of the sun
are seldom felt so much by a new arrival as
by older residents, and accordingly there is
a tendency to pay but small respect to the
sun which experience teaches to be neces-
sary. The effects, therefore, are apt to be
injurious, and the new-comer incurs a
considerable risk of suffering from
nervous depression, sun fever, or per-
haps, worse still, from sun-stroke. New
arrivals, he points out, are always more
liable to suffer than older residents.
Through care should be taken to ensure
sufficient protection against the direct rays
of the sun during the five or six hours in
summer time, and in some localities even for
longer, nevertheless, as much time as pos-
sible outside those hours should be spent in
the open air. Experience has shown that
ill-health arises when soldiers are confined
during the day in the tropics to close barracks,
and, hence, every outdoor amusement is
encouraged, except during a few of the hottest
hours of the day. Confinement to close and
darkened rooms in a great measure accounts
for the exceptional ill-health which European
women as a rule suffer from in the
tropics. Turning to another subject of
great importance, we find that Prof. Simpson
strongly favours regular exercise, short of
fatigue, which he considers as absolutely
essential if health is to be retained in a warm
climate. The people who enjoy the best
health are those who are fond of riding and
of outdoor exercise, such as lawn tennis,
rackets, golf, and other similar pastimes.
There is a great temptation to lead a seden-
tary life, he says, but it must be resisted.
Exercise has an excellent antidotal effect on
languor; it improves the digestion, gives
vigour to the circulation, increases peristaltic
action of the bowels and removes constipa-
tion; it increases the respiratory move-
ments, relieves the tissues of waste
products and purifies the lungs. He is
careful to point out that harm may accrue,
if the exercise is overdone, and lays especial
stress on the fact that great care must be
taken that after exercise, when the surface of
the body is hot and the skin profusely
perspiring, that no chill is caught by
sitting in a draught, or under a punkah,
or by exposure to a cool wind. As
regards drink, he says it is safest for the
new-comer to abstain from alcoholic bever-
ages, and especially so if much exposure to
the sun is to be endured, but when they are
used, and they are often found necessary to
the European after he has been some years
in the tropics, they should only be taken at
meals, and preferably with the dinner in the
evening. These are a few of the more im-
portant of the rules and measures laid down
by Professor Simpson, and there can be no
doubt that life in Hongkong just within the
tropics, might easily be made even more
tolerable were greater attention paid to a
few of the simple details of personal hygiene.

LOCAL AND GENERAL.
THERE is no longer a saluting battery at
Cagliari.
H.M.S. *Ocean* arrived in harbour at nine o'clock
this morning.
LeMunyon will have another grand opening
Day and a Souvenir day as well; watch the date.
—Advt.

THE wonderful newly discovered substance,
radium, from which a constant invisible emanation
takes place is capable of sending its rays
through from eight to ten inches of solid iron.
SIR Hugh Barnes, the new Governor of Burma,
has promised the Rangoon port trustees to
assist in the extensive scheme, costing two
lakhs, to improve the shipping facilities of the port.
TAOTAI Lew Yuk Lin, formerly Chinese Consul-
General at Singapore, is sojourning there for a
few days on his way to Macao and thence to
Peking where he will be given an audience by
His Majesty the Emperor of China.
It is rumored that it is the intention of the
Government to form a volunteer corps among
the Straits-born Chinese in Selangor, which
may probably extend to the other States, on
the same lines as now exist in Singapore.

THE *Ocean* during her maiden commission
covered 9,600 miles in 1902, 17,920 in 1901,
and 8,600 in 1902. As the passage home is
about 9,600 miles, those of the ship's company
who left England in the *Ocean* will have
travelled 45,700 before they return.

A TELEGRAM reached Bangkok from Patniew
announcing that the Mang Seng Shan rice mill
was burned down on the night of the 10th
inst. It is stated, about 2,000 coyons of paddy,
estimated at Ticals 160,000 and the mill itself
which cost about 320,000 ticals were reduced
to ashes.

We must commend the workers on the electric
tramway for their progress they are making. The
road is now up in front of Wellington Barracks,
and in the vicinity of the Praya, near the
Cannal while close to the monument, at the
Happy Valley, a good length of rail has already
been made.

H. BROOKS, ex-steward of the s.s. *Lincolnton*,
who was arrested on a warrant on a allegation
of the theft on board the vessel of £55,
the property of Capt. A. G. Clark, the master,
on the 25th of October last, has arrived at
Singapore, but owing to his being in hospital
the hearing of the case was postponed till the
27th inst.

THE reduction of the Government balances
with the three exchange Banks in Bangkok,
has now been completed. The amount with-
drawn is upwards of Ticals 2,500,000, a con-
siderably larger sum than was originally
anticipated. The purpose of strengthening
exchange has not yet been effected, but the
present working balance of Ticals 400,000 or
Ticals 500,000 left with each Bank will not be
allowed to increase till exchange does rise.

We shall have a Souvenir Day soon, but you
will have to pay us a personal visit as no chits
will go. LeMunyon.—Advt.

Now look out for LeMunyon's new store adv.
It is a beauty.—Advt.

THE Canadian side of the Alaskan Boundary
case is now completed and in the press. It
will be handed to the American Ambassador as
soon as printed. Hon. Mr. Sifton and party
are now taking a rest. The Tribunal will prob-
ably sit in September.

MR. C. W. Speers has returned from Elbow,
with three Doukhobor agitators from Yorkton,
who had induced the people to take up the
spirit of pilgrimage. The crusade has been
completely broken up. There were 80 people
on the march. These were turned back at
Elbow, in charge of Mounted Police.

THE stockbrokers' walking match from London
to Brighton on Mayday was won by Mr. Broad
in 9 hours and 30 minutes. Mr. Broad's feat,
though creditable, is three quarters of an hour
behind the previous best time. This is 8 hours
44 mins 40 secs, put up by J. Butler of the
Surrey Walking Club some few weeks ago.

RETURN of visitors to the City Hall Library
and Museum for the week ending 24th May,
1903:—

Library Museum
Non-Chinese.....332 63
Chinese.....56 2,120
Total.....288 2,183

THERE is a real and determined effort being
made to suppress the abominable whistle
nuisance on the river Pasig and on the bay at
Manila. The river and harbour police have
joined hands with the Harbourmaster and
between them they are eager to keep the
patrons of launches within restriction as far
as the reckless pulling of whistle valves is
concerned.

It is reported in quarters where rumours
have generally a solid foundation that the
French Government, having regard to the
seriousness of the situation in the Balkans,
has given notice to the Creusot Arms Com-
pany to refrain from the completion of the
arms and ammunition ordered which they
have in hand for the Bulgarian and Serbian
Governments.

THE German military authorities have ordered
a series of experiments to be made, with a
view to prove the utility of the lance as weapon
in time of war. The discussion which has
taken place in England on the subject, and
the decision in favour of the abolition of the
lance here, have occasioned much surprise in
German military quarters, where great reliance
is placed upon the lance for purposes of pur-
suit and "shock" tactics.

Don't forget the chits for they will not go.
LeMunyon.—Advt.

It is understood that M. Pokotiloff has now
taken over the duties of Russian Financial
Agent in London in succession to M. Tatish-
cheff, who left England some three weeks ago
to become Under-Minister for the Interior in
St. Petersburg. M. Pokotiloff knows the East
probably better than any other official in the
Russian service, and he may be regarded as
the particular selection of the Czar's Finance
Minister, M. de Witte, who has many times
employed him on special missions.

NOTWITHSTANDING the official and semi-
official denials of Mr. Brodick's succession to
Lord Curzon as Viceroy of India, I have reason
to believe (says the *Manchester Daily Dispatch*) that the
Secretary for War has received the nomination
to the most important appointment, a British
subject can fill. Notwithstanding further de-
nials that may be forthcoming in respect to
this announcement, I have the best reason for
knowing that the appointment of Mr. Brodick
to India has been decided upon in principle.
Mr. Brodick himself has referred to the matter
in language which cannot be explained away,
and under circumstances which are known to
many members of the House of Commons.

IN the report, for 1902, of the Tungku Medical
Missionary Hospital, in connection with the
Rhenish Missionary Society, it is stated that
"South China has gone through a year full of
trials. It has not only had to suffer from plague,
cholera and dengue fever, but also from unceas-
ing village wars and a prolonged drought.
Dengue prevailed during the months of June,
July and August, and out of a hundred left one
or two to look after the suffering ones. * * *
The persistent drought caused loss of lives, and
this in a curious way: the water-buffaloes, en-
raged at not being able to bathe in the ponds,
as they are used to do after their day's work,
made their guardians responsible for the want
of water, goring them in a frightful manner.
Once we had four such cases in one ward, later
came one which proved fatal."

AT the present moment there is residing in the
town of Ekaterinburg, in Siberia, a celebrated
Swedish engineer, named Olive Krona, who,
during the last two years, has been busy mak-
ing surveys for a railway running between
Peking, Urga, and Kyakhu, on the borders of
Mongolia. According to the *Farm Government
Messenger*, the surveys for this line are already
finished, and when the railway is completed
the route to Peking will be 1,200 miles shorter
than the Manchurian railway. There is little
doubt that this new line will be of considerable
military and commercial importance, and will
enable Russia to strengthen her hold over
Northern China, and to utilise this route for
conveying tea from Northern China to Siberia.
In fact, the proposed line will run almost in
the same direction as the old caravan route
used for conveying tea and other Chinese
produce between Peking and Irkutsk.

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"EMPIRE DAY."
As the anniversary of the birthday of her
late Majesty Queen Victoria fell on Sunday,
yesterday was observed as a public holiday.
The banks and most of the principal firms were
closed and very little business was transacted.
Holiday makers did not experience the best of
weather as very ominous looking clouds hung
overhead during the greater part of the day
and towards the close of the afternoon a sharp
shower came pelting down. It was not in time,
however, to interfere with the usual weekly band
performance on the new Parade Ground, and
many people turned out to enjoy the music.
Vessels in port dressed ship in honour of the
late Queen, and at noon a Royal Salute was
fired.

R. P. MOFFIT.
COMMITTED FOR TRIAL.
At the magistracy this morning before Mr. F.
A. Hazeldene, R. P. Moffit, ex-secretary of the
Dairy Farm Co., Ltd., was charged on remand
with appropriating certain monies of the Com-
pany. Prisoner, who pleaded guilty, was
undefended. Mr. E. A. Bonner prosecuted on
behalf of Messrs. Denny and Bowley.

The first witness called was Sergeant Martin
Eamer, who stated that prisoner was not ar-
rested on warrant produced, because when it
was executed, he had left for the United
States. Acting on authority he left the Colony
on November 12th per the s.s. *Gaelic*, for
the United States, and on 9th April at
Portland, State of Oregon, on the s.s.
Indrapura, the prisoner was given into his
custody. He obtained an extradition warrant
and authority from the British Consul at
Portland to receive Moffit and left Portland
in charge of prisoner on the 9th April and
brought him to Hongkong.

Mr. F. Maitland stated that he was chairman
and a director of the Dairy Farm Co., Ltd.,
and the prisoner was formerly the secretary.
His duties were to keep the company's books
to receive cash and pay same into the bank.
Prisoner was on a three years' agreement.
Part of the company's money, to the extent of
\$12,000, was invested on a mortgage. During
the beginning of April, he had occasion to ask
prisoner for a statement of the yearly accounts,
and prisoner promised that he would have them
ready on the next day. A few days elapsed and
as prisoner had not kept his promise he per-
sonally went to the office, but found that the
prisoner had gone. The Company's safe with
the books was locked, and the services of the
Hongkong and Whampoa Dock Co. were
requisitioned to break it open. He then sent
for Mr. W. L. Potts, the Company's auditor,
who on running over the books found some
discrepancies and a warrant was issued for the
prisoner's arrest.

Mr. J. M. Forester, assistant at the Hong-
kong and Shanghai Banking Corporation, said
that he was in charge of the current account
ledger of the Dairy Farm Company, Limited.
On 27th September he examined the ledger and
found that that day the prisoner paid into the
bank two sums in cheques, viz., for \$765.89
and \$10.60 and \$10.00 in cash. Witness
then produced the paying-in counterslip.

Mr. E. A. Bonner, solicitor of Messrs. Denny
and Bowley, deposed that his firm acted as the
Dairy Farm Company's solicitors, and in about
the end of September, 1902, he received in-
structions from Mr. F. Maitland, chairman of
the Company, to draw a reassignment for a
mortgage of L.L. 1469 for a man named
Yew Ho Fong, for the sum of \$12,000, the
money to be paid off on 27th September.
On the 26th, prisoner called at his office
and asked that payment of the \$12,000
be made early on the 27th as he wished
to pay the money into the bank the first thing
in the morning as the day being a Saturday,
the banks closed early. About 12 noon, the
next day, prisoner and mortgagee came to the
office and he handed prisoner the sum of
\$12,000 in notes. Prisoner counted the money
in his presence, and stated that \$75 was still
due, as a month's interest on the mortgage.
This sum was handed over to the prisoner by
the mortgagee, and prisoner, after counting the
money, went away.

Mr. W. H. Potts stated that he was auditor
for the Hongkong Dairy Farm Co., Ltd., and
compared the shroff's paying in book either in
October or November with the prisoner's rough
and clean books, and also with those belong-
ing to the company. The rough cash book
was kept by the prisoner and entries were made
in his own handwriting. On 29th and 30th
April, 1902, the shroff's book showed that the
prisoner had received \$2,844 and had given a
receipt for same, but the Company's books
showed that he had credited the same
day only \$1,108.74, or \$1,735.26 short. On
16th May, 1902, the shroff's book showed
that prisoner had received \$2,185.97 which
was credited in the Company's book as
\$1,185.97. On 12th June, prisoner received
from the shroff \$1,494.49 and credited the Com-
pany with \$1,094.49. On 21st June, the shroff
paid him \$937.73 and in the company's books
\$837.73 was credited. On 30th June, \$3,017.19
was received from the shroff, but in the
Company's book only \$2,017.19 appeared.
On 12th July, he received \$2,229.96, and
credited the Company with \$1,229.96. On 18th
July, the sum of \$1,410.37 was received from
the shroff, but prisoner only gave credit for
\$1,110.27; on 22nd July, \$1,200.53 was received
from the shroff, and the Company was cred-
ited with \$1,050.53, and on 30th August, the
shroff paid, in \$1,425.14 and the Company was
credited with \$1,425.14. On the 27th September
he received from the mortgagee, in Mr. Bonner's
office, \$12,000, but paid into the bank \$10,000,
and on 30th September he received from the
shroff \$7,613.91 and on 10th October \$1,100.42.
Neither of these appeared in the Company's
books, while, as mentioned, was made about
receiving the \$75 interest on the \$12,000
mortgage.

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Inspector Warlock stated that he was at
the charge room when prisoner arrived with
Sergeant Eamer on the 15th and read over to
him the charges on which he was apprehended.
This ended the witnesses for the prosecution.
The prisoner when asked if he had anything
to say by the Magistrate stated that he had
nothing to say, and wished to reserve his
defence. Mr. F. A. Hazeldene committed him
for trial at the next criminal sessions which
are to be held on 18th June, 1902.

TIGER AT MACAO.

A visitor to Macao just returned was drawn
to the Bazaar out of curiosity to see the tiger
recently captured in a village on the West
River, and which has been exhibited at Macao
for the past few days. The animal, which
is not quite a full grown one, is a very fine
specimen of the feline tribe. It differs in
colour from the wild Bengal tiger, some very fine
specimens of which can be seen in the Calcutta
zoo. Instead of having the beautiful black
and brown stripes of the latter the Chinese
tiger has a fur more approaching a dun with
narrow black stripes. The Chinese exhibitor
charges only three cents for admission. Our
correspondent remarks that the authorities
should exhibit visitors from teasing the animal
by thrusting sticks into the cage and so exas-
perate the ferocious animal.

WUCHOW NOTES.

(From Our Own Correspondent.)

WUCHOW, May 23rd.
Affairs are very quiet along the West River
and there is scarcely any item of interest
to record. The sale of children in Wuchow
consequent upon the terrible sufferings of
the people on account of famine diminished
slightly some time since, but later it has
increased to a considerable extent. The
American monitor *Callao* arrived with a
consignment of rice for the district. Each
cargo boat had the American flag float-
ing over the stern; no hiding of a light
under a bushel there. In the city itself, execu-
tions are the general order of the day. The
Governor is determined to reduce the number
of criminals incarcerated in the gaol and the
worst characters are being brought out and
beheaded. Last Saturday five were executed,
and more are scheduled for to-morrow. Heavy
rains have been falling in the district lately,
and the prospect for the rice crop is good.

SIR ROBERT HART.

I do not think that those in China and in
this country (says a writer in the *Manchester
Guardian*) who are complaining so bitterly of
the character of Sir Robert Hart's recent ap-
pointments to the Chinese Customs service
have taken sufficiently into consideration the
great difficulties with which he has to contend
in selecting candidates. It is an open secret
that for years past he has been pestered by
foreigners of influence and importance in Peking
to appoint relatives and friends, and all sorts
of social and political contrivances have been
brought to bear on him. And as he detests
nothing more than to have his service brought
into the arena of politics and diplomacy, he
has probably often given way for the sake
of peace to unscrupulous demands and sug-
gestions. It has always been the tradition
of the British Legation not to make applica-
tions or recommendations for appointments
to Sir Robert Hart, but many of the other
Legations are not so delicate. There was
understood to be a rule that the members of
different nationalities in the service should bear
a rough proportion to the total volume of the
trade with China of each nation, and I believe
this was maintained up to quite recently, and
probably in theory is maintained still. Further,
the complaint that there is no one in Peking
of British nationality to take Sir Robert Hart's
place in the event of any emergency is
unfounded, for three or four years ago the new
office of Deputy Inspector General was created
with this very object, and was given to one of
the ablest of the Commissioners of Customs,
Mr. Boyd Bredon, who is, I believe, a brother-
in-law of Sir Robert Hart. It is true that Mr.
Bredon is not in Peking just now, but this is
merely because he is away on leave of absence.

ALLEGED FLOUR-MILL
COMBINE.

London, May 4.—An investigation of the
report that negotiations are on foot here for a
combination of the London flour-mills with a
capital of \$12,500,000, with the object of driving
American flour from the market, shows that
the "Corn Exchange" does not look upon it
seriously and believes that the combination is
impossible of accomplishment. The matter is
being engineered by small millers, and it is
said that the big millers will not entertain the
proposal to form a combination. A corn-broker
said to-day: "Even if the combine is effected
it could not drive out the American, who have
much better better capacities than the British
millers, and who have a large surplus, which
they could afford to ship here at any price they
could get."

SHIPPING AND MAILS.

MAILS DUE.
French (*Nansan*) 1st prox.
Indian (*Anan*) 2nd prox.
Australian (*Chinglu*) 5th prox.
German (*Preussen*) 15th prox.
American (*Nippon*) 15th prox.
The S.S. "N. N. Co." left Shanghai for this port on 25th inst.
The S.S. "R. Co." left Shanghai for this port on 25th inst.
The S.S. "Yokohama" left Shanghai for this port on 25th inst.
The S.S. "M. Co." left Shanghai for this port on 25th inst.
The S.S. "P. Co." left Shanghai for this port on 25th inst.
The S.S. "Q. Co." left Shanghai for this port on 25th inst.
The S.S. "R. Co." left Shanghai for this port on 25th inst.

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TELEGRAMS.

(Reuters.)

The Somaliland Expedition.

LONDON, 24th May.
The Somali levies are showing a mutinous spirit and the camel corps will probably have to be disbanded.

Latest Betting on the Derby.

4 to 5 against Rockland.
4 " 1 " Vinicius.
15 " 2 " Flotsam.
15 " 1 " Mead.
10 " 1 " Ral-clais.
20 " 1 " Kroonstad.
30 " 1 " William Rufus.

Lord Milner

Lord Milner denies that he is about to leave South Africa to take up a position elsewhere.

MR. BRODRICK AND THE VICEROYALTY.

The persistence with which the name of Mr. Brodrick is being mentioned as a possible successor to the Viceroyalty, in the event of the retirement of Lord Curzon, makes it necessary to register an emphatic protest against the bare suggestion of such a disastrous possibility. Mr. Brodrick, (says the *Times of India*), as we have pointed out more than once, would be as inappropriate a selection as could possibly be made. His personal characteristics, so far as they have been revealed in public life, render him peculiarly unfitted for the grave and delicate responsibilities which devolve upon a Viceroy of India. The attribute which has most impressed itself upon careful observers of his demeanour in the House of Commons during the last year or two has been that of stubborn and uncompromising obstinacy. There is an obstinacy founded in the serene consciousness of deep knowledge and exceptional experience; but such obstinacy is really a splendid and courageous firmness in the face of opposition. There is also the obstinacy which has its roots in a narrow outlook and limited intellectual endowment, the kind of obstinacy which resents all criticism as a personal affront and will never admit that mistakes have been made; and it would appear that Mr. Brodrick's obstinacy must be placed in the latter category. A Viceroy who united within himself unusual tactlessness and imperviousness to argument would have an effect upon India something akin to the advent of a bull in a China shop. We do not lay stress upon his unusual lack of knowledge of Indian affairs though much might be said upon that point also; but we are entitled to urge that while he was at the Foreign Office, he handled such questions as the Persian Gulf difficulties and the troubles in China with conspicuous ill-success. We say that the British Government have no right to thrust the failures of Parliament into the Supreme control of Indian affairs. We know that Mr. Balfour's fine loyalty to a friend has before now led him into mistakes. There is a talk—it may be idle talk, we mention it for what it is worth—of "promises" and "arrangements." No promises, whenever made and under whatever circumstances, could justify the thrusting upon India of a Minister occupying the unfortunate position in English politics which is the lot of Mr. Brodrick to-day. The Viceroyalty of India is too lofty and too sacred a trust, to be made the subject of barter in drawing rooms or Ministerial parlours. There never was a time when India needed more urgently a Viceroy of the highest administrative capacity, with a record unclouded by blank failure, to carry on the work initiated under the present regime.

THE "REINA CRISTINA" AND "VELASCO."

Not the least valuable find on the old Spanish flagship *Reina Cristina* was 400 tons of coal. When the *Reina* went into the action in which she was sunk both of her bunkers were filled with coal. This was done not only as a means of protection but to be prepared in case the vessel escaped and might be forced to abandon her base. When the vessel was raised recently it was not known that she had that much coal aboard and the discovery was not made until her bunkers were reached and opened.

The *Reina Cristina* and *Velasco* still lie at Cavite, says the *Albion Times*, and will not be moved until the remaining hulks are either raised or blown up. The naval authorities have decided that the entire work must be done before any of the vessels can be moved. The *Reina* and *Velasco* are being cleaned and painted in order to preserve them. The latter is in very good condition and may prove to be the most valuable of the wrecks.

MANILA PREPARING FOR TYPHOON SEASON.

Under the supervision of the harbour master preparations for the typhoon season are being made at Manila Bay. The area covered by the bay, behind the comparatively safe anchorage the new breakwater affords is being subdivided and all the shipping firms are being assigned to spaces where their ships coming will be located while in the harbour. The companies will have to provide their own ground tackle and will have to mark their buoys with flags during the nights. A large space has been provided for the Army Transport service and the vessels anchored there will all be connected with the main office on shore by telephones. Precautionary measures against the stormy season are in progress in every part of the harbour and in official as well as in private circles the fact that severe weather is near is not being overlooked. Wise prophets seem to be of the opinion that the coming season of annual disturbances will be a very severe one, but just what basis there is for that forecast is hard to tell, observes the *Cathart*.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE "LOONGSANG" CASE.

COLLECTOR HEAVILY FINED.

The Manila *Times* of the 18th inst. prints the result of the sequel to the *Loongsang* case, which was fully reported in these columns. The journal states:—

By his refusal to recognize the Court of First Instance of this city, Collector of Customs Shuster appears to have gotten himself into very deep water. This morning, after imposing upon the Collector a fine of 500 pesos for contempt, Judge Sweeney ordered him to dismiss his suits in the Court of Customs Appeals and to appear before the First Instance Court by 9 o'clock to-morrow morning to answer whether or not the Court's order had been complied with, under the penalty of going to jail for non-compliance. It appears that Collector Shuster has already complied with this order, no matter how he treated the others, and notified the court that the suits or complaints in the Court of Appeals have been dismissed. Meantime Collector Shuster has notified the Court of his intention to appeal from the judgment against him with its fine of five hundred pesos. The whole matter will therefore be passed upon by the Supreme Court. After giving a review of the case leading up to the present imbroglio, Judge Sweeney says: "Section 2 of Act of Congress of July 5, 1884, under which the defendant claimed to levy this fine [upon Captain Weigall, of the *Loongsang*—Ed.] is as follows: 'Section 2. That the master of any vessel who shall knowingly bring within the United States on such vessel, and land or attempt to land or permit to be landed any Chinese labourer from any foreign port or place, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than \$500 for each and every Chinese labourer so brought, and may also be imprisoned for a term not exceeding one year.' There is nothing whatever in defendant's contention; he had no right to levy a fine on the plaintiff for the alleged offence even if plaintiff had been guilty of a violation of said section 2 of said Act of Congress. It was his duty, under the law, to have furnished the Attorney General of the Philippine Islands with a full report of all the facts and names of witnesses, and if he, the Attorney General, determined that the plaintiff should be proceeded against for a violation of section 2 of said Act of Congress of July 5, 1884, he would no doubt have pursued the Government's remedy by a criminal prosecution so plainly provided for by said section of said Act, and thereby proceeded against the plaintiff for said violation by due process of law, which would have given the plaintiff his day in court."

"President McKinley, in his instructions to the Philippine Commission, when appointed directs that no person in the Philippine Islands shall be deprived of his life, liberty or property without due process of law. 'Section 5 of the Act of Congress 235, passed July 1, 1903, for the benefit of the Philippine Islands, is 'That no law shall be enacted in said Islands which shall deprive any person of life, liberty or property without due process of law, or deny to any person the equal protection of the law.'"

After saying that Collector Shuster's conduct in the levying the \$500 fine on Captain Weigall for the escape of the deported Chinese was without authority and his seizure of the vessel to pay said sum a trespass, he goes on to say:—

"The Court regrets that the facts and circumstances of this case make it imperative to punish the defendant, who is a strong man intellectually and an efficient, useful official of this Government, but this is a stronger reason why he should have obeyed the order of this Court, hence it tends to aggravate rather than mitigate the offence. The defendant was advised that he should not institute said suits in defiance of said order of this Court. If the order had been ambiguous or doubtful it was his duty to come into court and ask for a construction of it, and if so desired move the court for a modification of the order. This Court cannot permit the defendant to go unpunished. It is therefore ordered by the Court that defendant be and he is hereby fined the sum of Five Hundred Pesos (\$500 Mexican), which he will pay in to the Clerk of this Court on or before 9 o'clock May 19th, 1903, and he is also ordered to dismiss said two suits instituted in the Court of Customs Appeals on or before nine o'clock a.m. May 19th, 1903, and in the event of his failure to do both on or before the close of said hour, the Sheriff of the City of Manila is ordered to take charge of defendant and confine him in prison until he complies with this order."

"The Court desires to add that in his opinion the question of the jurisdiction of this Court to administer the Customs laws of the Philippine Islands is not involved in this. The Court being of the opinion that the defendant's seizure of the plaintiff's vessel *Loongsang* was without colour of legal authority and that the jurisdiction of this Court was invoked to restrain the defendant from an unwarranted interference with plaintiff's property."

Commenting on the decision the journal states:—Judge Sweeney holds that the Collector exceeded his powers in attempting to impose a fine upon the *Loongsang*, and reiterates the principle that no man can be deprived of his life, liberty, or property without due process of law. The judge points the way by which the Collector may proceed against offenders of this kind, he claimed the *Loongsang* to be, but absolutely denies him the right to act in the manner he sought to. This is a great victory for Americanism and the commercial interests of Manila. The journal has contended that if the collector of customs had this remarkable power that he claimed and frequently used, it should be taken from him by legislation and vested in court. It is simply not American to permit the indiscriminate doing of ships and merchants in the manner attempted in the

Loongsang case. It is not an edifying spectacle to see a high official of the Insular Government arraigned and fined at the bar of the Court of First Instance for flagrant contempt of that tribunal, but happily it is not of frequent occurrence.

PHILIPPINE CURRENCY SYSTEM AND DEFLATIONS.

The Philippine Government is clearing the way for the introduction of the new currency system, and at the same time it is planning to place a closer check upon all insular officials charged with financial responsibility. The question of the substitution of the new currency was before the Commission at Baguio on Saturday and it was decided to direct all disbursing officers to make their final deposits of Mexican currency in the treasury by June 30, and no payments in Mexican will be received after that date. Nothing was done as to the rate of conversion, at least no announcement was made as to it.

The Commission passed an Act requiring that officers charged with the duty of receiving and depositing public moneys, make prompt deposits under penalty of a fine of \$7,000 for failure to do so. It was also enacted that chiefs of bureaus be required to supervise personally the work and accounts of disbursing officers and that they make an examination of the accounts at least once a month. The commissioners are exercised over the several defalcations of the last few months and are determined to make the system of checking and watching public accounts as close as possible. In future there will be an infinitely stricter supervision of all money accounts and it is believed that that plan of requiring immediate deposits will prevent the peculation of public funds. The Commission has authorized the provincial authorities of Albay to make loans of provincial funds to municipalities, says the *Manila Times*.

AFFAIRS IN KWANGTUNG.

The Japanese Consul at Hongkong recently telegraphed to the Government, saying that he had paid a visit to Canton and investigated matters concerning the insurrection in Kwangtung and had found that the insurgents under Gen Tan, who consisted of men and women, old and young, had long since dispersed, and the local authorities were busy searching for those who took part in the insurrection. The Consul added that he had asked the Viceroy to take stringent measures for preventing a recurrence of the disturbance and give the fullest protection to the Japanese, and that he had also consulted with the U.S. Consul at Canton. All the Japanese engaged in business in Canton were able to conduct their business without molestation.

THE JAVA-CHINA-JAPAN LINE.

Mention has from time to time been made in these columns of the projected steamship line between Java, China, and Japan. This morning we received a visit from Mr. George Bruse, as representing Messrs. Hotz, S. Jacob & Co., the local agents, and from him learned further particulars of the line. The steamers will commence a regular, four-weekly service most probably in September next with three newly built steamers named the *Tijuanas*, *Tijutajon* and *Tijmaki*, each of 5,000 tons deadweight, which will fly the Dutch flag. As already mentioned, before the Company is established in Amsterdam with its head agent, Mr. P. J. Roozendaal Bisschop, in Hongkong and as local agents, Messrs. Hotz, S. Jacob & Co. have been appointed. The steamers will run as follows: Batavia, Samarang, Sourabaya, Macassar, Hongkong, Shanghai, Kobe, Yokohama, Kobe, Hongkong, Amoy, Swatow, Singapore, Batavia. Hitherto trade between Java, China, and Japan has been carried on principally by chartered steamers, so that shippers in general will doubtless appreciate this regular service and give it a full measure of support. The trade is capable of great expansion and the new company should profit by its enterprise and pay a fair dividend to its owners.

PLUCKY N. Y. K. OFFICER.

A plucky attempt to save life occurred in the roads at Singapore on the morning of the 18th inst. One of the Japanese sailors on the Nippon Yusen Kaisha steamer *Kinsiu Maru* fell overboard accidentally and Mr. Salter, the chief officer, dived in after him, and though manning to get hold of the man he was unable to keep him above-water. In consequence of his struggles Mr. Salter had to release his hold and the man sank to rise no more. He attempted to dive several times, to try to find him and though several boats were soon on the spot no further trace of the unfortunate seaman could be found. It is a pity that such a gallant attempt was not successful, says the *Straits Times*; but none the less it is worthy of notice and praise.

A JAPANESE-RUSSIAN VENTURE.

The *Financial News* states: Official sanction has just been given to a limited liability company known as the 'Albertine' Silk Weaving Works of Yokohama. The capital is fixed at 400,000 roubles, and the head offices are to be at Moscow. This is the first instance of Japanese-Russian financial co-operation. On the other hand, the Minister of Finance has refused to approve of a scheme which had for its object a direct Russo-Chinese maritime service in connection with the Russo-Chinese Railway lines. M. de Witte's decision came as a great surprise to the interested parties, who had succeeded, after lengthy negotiations, in bringing about an understanding between the Chinese Eastern Railway Company and the various Russian States and private companies, as well as the Yokohama spec had other shipping companies.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE TIN TRADE.

THE GOVERNMENT NOTIFICATION.

The *Selangor Government Gazette* of the 16th instant publishes the following notification regarding the additional export duty on tin ore:—Under the provisions of section 3 of the Customs Duties Enactment, 1898, the Resident, with the approval of the Resident-General, hereby imposes, as from the 1st day of June, 1903, a duty of thirty dollars per picul upon all tin ore exported from the State, other than tin ore exported under such guarantees as the Resident may require that it will be smelted in the Colony. The duty hereby imposed is to be paid in addition to the duty on tin ore at present in force."

The *Singapore Free Press*, of the 18th inst., says:—

"The decision of the Government has quite naturally caused a good deal of local discussion. The parties most interested are the International Tin Company, but Mr. Pearce who represents this here now, declined to make any statement and wished in fact to be distinctly dissociated from any remarks which may appear. It would seem, however, that for the present the company having nothing to do but to mark time so to speak until the headquarters decide whether the company shall establish works here, or shall give up dealing direct in the ore. It is pointed out that it would be a sheer impossibility for any company constituted in the ordinary way to compete with the Straits Trading Company whilst paying a duty of practically 33% *ad valorem*. It may therefore be anticipated that the action of Government will have the effect either of encouraging the establishment of outside smelting works or else of leaving the field clear to Straits companies. The idea of danger coming from the actions of a Trust in the event of the continued free exportation of ore, is not regarded seriously amongst well-informed American circles, but it is admitted that the action of Government is a wise one on the principle of self-preservation. The production of tin in America, though given in several works as a nascent industry, is not regarded by Americans as more than in the experimental stage at present, the non-development of stanniferous grounds being doubtless due to the fact that up to the present it has been cheaper to purchase here, than to pay the high cost of labour for exploitation in the States. It may be pointed out that the Constitution of the United States prevents the imposition of export duties."

A gentleman who is conversant with the course of the tin industry and tin export trade of Malaya has favoured the *S.F. Press* with these observations on the action of Government prohibiting any attempt on the part of outside schemes to "scoop" our tin trade:—

The action of the Federated Malay States Government, working doubtless in conjunction with that of this Colony, has, by putting a prohibitive duty on the export of tin ore outside the limits of the Colony, at once effectively guarded against the principal danger to the tin trade in that article, which is the mainstay of the Federated Malay States and one of the most important items in the trade of the Colony. That danger is owing to the facility with which the American legislature can be worked, the almost certain imposition of a protective tariff by the United States, by which metallic tin would be treated as the manufactured article, and consequently protected against (as tin plates are at present), while ore as the raw material would be admitted free."

If slab tin were subjected to even a small duty by the Americans, it would mean that absolutely not a picul of ore could be smelted in Malaya, at a profit, if it suited any one to import all ore into America. So soon as local smelters were wiped out, as they immediately would be, purchasers of ore for America could put any price they liked on producers, ore, and absolutely no competition would be possible so long as prices were not reduced below the equivalent of the protective tariff."

This means the direct saddling of the producer with the American import duty, and giving the smelters in America a bonus equivalent to the import duty imposed. The equity of the Government's action here is unimpeachable. It solely protects what is the Colony's and Federated Malay States' own asset, preserves local industry and trade, and assures that the Federated Malay States get their custom's export revenue on the true value of metallic tin, and not on the value of that metal, less what would be annexed by American importers of ore. It does not hinder legitimate competition in mining, ore buying, smelting, and tin dealing. It keeps the local market and tin trade absolutely free to all, and, on the other hand, merely precludes the dangerous possibility of the Straits Tin Trade becoming a close preserve of American Trusts. Comparisons are odious, but the striking difference between American methods, which would ruthlessly wreck any industry or trade for the purpose of obtaining the command of an article, and the consequent profit attached thereto, and the British "fair field and no favour" policy, is too pronounced to require further accentuation."

THE CHINA STATION.

A correspondent of the *Liverpool Daily Post* says: "It is probable that the Admiralty will shortly take steps to strengthen the fleet on the China Station. The military and naval authorities have been urging this for some time. On the authorities at home, in view of the fact that the Russian Fleet in the Far East is stronger now than it has been for many years, and is 'being' considerably increased. It was hoped that the Japanese alliance would render it unnecessary to maintain the British Fleet in great strength in Eastern waters, but this would not seem to be the case."

ASK for ASAHI JAPANESE BEER—G. Girault.

AMERICAN SHIPBUILDING.

MESSRS. CRAMP'S AFFAIRS.

The William Cramp and Sons Ship and Engine Building Company, of Philadelphia, which has built many ships for the United States Navy, as well as for Russia and Japan, is to be practically reorganised under new management. For some years past the Cramp concern, whose plant is estimated at \$2,500,000, has been in need of an increase in its working capital. The banking firm of Drexel and Company has had the chief hand in negotiating the readjustment of the shipbuilding company's affairs. With the support of Messrs. J. Pierpont Morgan and Clement A. Griscom, president of the International Steamship Company, they organised a syndicate of New York bankers to lend the sum of \$5,000,000 now and half that amount later. Active control of the business, as soon as the deal shall have been ratified, by a majority of the stockholders, will then pass into the hands of a voting trust, membership of which will be dictated by the bankers and the operating committee, which will direct and supervise the work of the great plant, though Mr. Charles H. Cramp is expected to remain at the head of the company as its president. It is authoritatively stated that the loan will run for twenty-five years, and that the voting trust will continue throughout that period. Messrs. Cramp's firm was founded by the father of its present head.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

There is still no disposition on the part of buyers to operate, and the tone of the market is consequently dull all round. There has been small business in HONGKONG LAND INVESTMENTS at \$170. In consequence of the proposed dividend of 5% on the working for last year INDO-CHINA took a small spurt and the rate has advanced to \$10 cash, at which a limited amount of business has been done. For forward delivery, there are sellers at rather lower rates than the equivalent of cash price. HONGKONG HOTBUT strips have been inquired at \$148 a share.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 3/16
Bank Bills, on demand 1/8 1/2
Credits, 4 months' sight 1/8 1/2
Debits 4 months' sight 1/8 11/16
ON BERLIN, (demand) M. 1/2 1/2
ON PARIS, Bank Bills, on demand 2/12
Credits, 4 months' sight 2/12
ON NEW YORK, Bank Bills, on demand 41 1/2
Credits, 30 days' sight 41 1/2
ON BOMBAY, Telegraphic Transfer 12 1/2
On demand 12 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/4
Private 30 days' sight 7 1/4
ON YOKOHAMA, T.T. 81 1/2
Sovereigns, Bank's Buying Rate 81 1/2
Gold Leaf 100 touch, per tael 61.25
Bar Silver 61.25

OPUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW 900
LAST YEAR 960/980
OLDEST 1,040/1,080
PATNA NEW 1,027 1/2
BENARES NEW 1,030
PERSIAN (PAPER) 780

To-day's Advertisements.

VICTORIA PRECEPTORY AND PRIORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 26th instant, at 8.30 for 9 o'clock, precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 26th May, 1903. [617e]

NOTICE.

PROFESSOR SIMPSON'S Report on PLAGUE IN HONGKONG with suggestions for remedial measures and containing Plans, Charts and much valuable information. Copies can be had from the Government Printers, Nos. 65 and 65, Des Vaux Road, at \$5 a copy.
Hongkong, 26th May, 1903. [617e]

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.
The Company's Steamship
CAPTAIN ROBERTSON will be despatched for the above Port, TO-MORROW, the 27th instant, at 10 A.M.
For Freight or Passage apply to
DOUGLAS, LAURIE & CO.,
General Managers.
Hongkong, 26th May, 1903. [617e]

COMPAGNIE DES MESSAGERIES MARITIMES
YATTOU-BOU-FRANCOIS (R.M.)
FOR SHANGHAI, KOBE, AND YOKOHAMA.
The Company's Steamship
CAPTAIN "ANNAM" will be despatched for the above Ports, on SUNDAY, the 31st instant, at 5 P.M.
For Freight or Passage apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 26th May, 1903. [617e]

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship
"CATHERINE APCAR"
Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 4th June, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 26th May, 1903. [617e]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR KOBE DIRECT.
The Company's Steamship
CAPTAIN "MCCARTHY" will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.
This Steamer has Superior Accommodation for Passengers and is fitted throughout with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 26th May, 1903. [617e]

ASK for ASAHI JAPANESE BEER—G. Girault.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Coochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week.....\$ 3.85
One month.....7.20
Two months.....13.00
Three.....20.00
Six.....37.50
Twelve.....75.00
No charge less than one dollar.
Discount allowed on—
3 Months Contracts.....5 percent.
6.....10
12.....25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSIONS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

1, Ice House Road, Hongkong.

Estimates given for all classes of work on application to the Manager.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road, Hongkong.

ASK for ASAHI JAPANESE BEER—G. Girault.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PELEUS"	On 27th May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 6th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.

S.S. "PELEUS" left Singapore 22nd inst. a.m. and is due here 27th inst.

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 4th June.
"LIVERPOOL via GENOA"	"HYSON"	On 23rd June.
MARSEILLES, L'DON & A'WERP.	"ANTENOR"	On 23rd June.
MARSEILLES, L'DON & A'WERP.	"ALCINOUS"	On 7th July.
"LIVERPOOL via GENOA"	"OOPACK"	On 14th July.
MARSEILLES, L'DON & A'WERP.	"PELEUS"	On 21st July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 17th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	26th May.
CEBU and ILOILO	"KAIFONG"	26th "
KOBE	"SHANBI"	26th "
SHANGHAI	"WHAMPOA"	27th "
CHEFOO and TIENTSIN	"NANSHAN"	1st June.
MANILA	"CHANGSHA"	3rd "
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE	"CHANGSHA"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th May, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th June, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	4,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

12566

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 27th May.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	MONDAY, 1st June.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th June.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoons at the Customs water-front piers at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nitron Yusen Kaisha's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 25th May, 1903.

T. ARIMA, Manager.
17777

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship
"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7:30 A.M. SUNDAY, including Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY included.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:
1st Class, \$1.50
2nd " 70
3rd " 30
Further Particulars may be obtained at the Office of theWING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.(With Liberty to call at PHILIPPINE PORTS.)
PROPOSED SAILINGS FROM HONGKONG.1903. About
"CHARLES TIBERGHIEN" 15th June.
"MACDUFF" 10th July.
For Freight and further information, apply toDODWELL & CO., LIMITED,
Agents.

Hongkong, 21st May, 1903.

1339d

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	N. Tate	3,875	WEDNESDAY, 27th May, at 11 A.M.
ROHILLA MARU	E. P. Bishop	3,869	TUESDAY, 2nd June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 21st May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"ROON,"
of the NORDDEUTSCHER LLOYD.

Captain C. Meiners, due here with the outward German Mail about WEDNESDAY, A.M., the 27th instant, will leave for the above Places 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 23rd May, 1903.

1563c

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 3rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th May, 1903.

1583e

Austrian Lloyd's Steam Navigation Company.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship
"MELPOMENE,"
Captain Tosoni, will be despatched as above on SATURDAY, the 30th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Prinze's Buildings.

Hongkong, 20th May, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"KUMSANG,"
Captain Buller, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP

THE Steamship
"BENMOHR,"
Captain Wallace, will be despatched as above on or about WEDNESDAY, the 3rd June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th May, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship
"HEATHFORD,"
will be despatched on or about 5th June.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
General Eastern Agents
for China.

Hongkong, 19th May, 1903.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.(With liberty to call at PHILIPPINE PORTS.)
THE "Shire" LineS.S. "PEMBROKESHIRE,"
shortly expected, will have quick despatch:
The American Asiatic S.S. Co.'s
"NORMAN ISLES,"
will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th May, 1903.

1482c

Austrian Lloyd's Steam Navigation Company.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"VINDOBONA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 21st May, 1903.

1597c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Arcadia."
From Calcutta, ex S.S. "Sumatra."
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 22nd May, 1903.

"BEN" LINE OF STEAMERS.

S.S. "BENLOMOND,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd May, 1903.

1572a

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"STUTTGART,"
of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 25th instant, at 9:30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 20th May, 1903.

1653c

TOYO KISEN KAISHA.

NOTICE.

THE Steamship
"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,
Agent.

Hongkong, 20th May, 1903.

11

Austrian Lloyd's Steam Navigation Company.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"VINDOBONA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 21st May, 1903.

1597c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Arcadia."
From Calcutta, ex S.S. "Sumatra."
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 22nd May, 1903.

"BEN" LINE OF STEAMERS.

S.S. "BENLOMOND,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Shipping.

Arrivals.
Taurus, Nor. s.s., 1,367, Seeborg, 24th May.—
Mojito 17th May, Gen.—S. T. & Co.
Zafiro, Br. s.s., 1,611, Rodger, 25th May.—
Manila 23rd May, Gen.—S. T. & Co.
China, Ger. s.s., 1,113, Krübbel, 25th May.—
Saigon 21st May, Gen.—E. A. T. Co.
Decima, Ger. s.s., 794, Schlaikier, 25th May.—
Samoa Island 1st May, Balg.—S. W. & Co.
Triumph, Ger. s.s., 768, Hansen, 25th May.—
Wuhu 20th May, Rice.—J. & Co.
Verona, Ger. s.s., 3,034, Spiesen, 25th May.—
Mojito 20th May, Gen.—M. B. K.
Hansa, Ger. s.s., 1,202, Weldlich, 25th May.—
Chinkiang 22nd May, Gen.—E. A. T. Co.
Ocean, H.M.S. battleship, 17,950, White, 25th May.—
From Practice.
Koun Maru, Jap. s.s., 1,783, Minamikawa, 26th May.—
Kobe 21st May, Coal and Gen.—
Kong Chong.
Huron, Br. s.s., 1,089, Walsh, 26th May.—
Mojito 20th May, Coal.—M. B. K.
Kiekiang, Br. s.s., 1,428, Miller, 26th May.—
Wuhu 21st May, Rice.—B. & S.
Thales, Br. s.s., 820, Robson, 26th May.—
Swatow 26th May, Gen.—D. L. & Co.
Pronto, Nor. s.s., 837, Seeborg, 26th May.—
Canton 26th May, Gen.—E. A. T. Co.
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 26th May.—
Hankow 26th May, Gen.—E. A. T. Co.
Shawmut, Am. s.s., 6,195, Smith, 26th May.—
Manila 23rd May, Gen.—D. L. & Co.
Empress of China, Br. s.s., 3,046, Archibald, 26th May.—
Vancouver, B.C. 5th May, and
Shanghai 24th, Mails and Gen.—C. P. R. Co.
Zieten, Ger. s.s., 1,058, Wilhelm, 26th May.—
Yokohama 17th May, Mails and Gen.—
M. & Co.

Clearances at the Harbour Office.

Clearing for Canton.
Chunwai, for Wuchow.
Chung, for Macao.
Chung, for Swatow.
Ma deira Maru, for Swatow.
Hsieh Ho, for Shanghai.
Hsieh Ho, for Canton.
Vale of Doon, for Rajang.
Hua, for Canton.
Kaifong, for Cebu.
Kwongchow, for Canton.
Haita, for Swatow.
Suiyui, for Kobe.
Benlomon, for Nagasaki.
Kiekiang, for Canton.
Aiterng, for Kurasu.
Para Chon Kiao, for Bangkok.
Maria Rickmers, for Canton.
Departures.
May 25.
Taurus, for Amoy.
May 26.
P.C. Kiao, for Bangkok.
Triumph, for Canton.
Glenyue, for Canton.
Choywan, for Shanghai.
Anara, for Shanghai.
Hsieh Ho, for Shanghai.
Benlomon, for Nagasaki.
Haita, for Swatow.
Shant, for Shanghai.
Kaifong, for Cebu.
Chung, for Tientsin.
Chinkiang, for Canton.
Passengers arrived.
Per China, from Saigon—377 Chinese, and 2 Japanese.
Per Thales, from Swatow—Capt. Krebs, Dr. Schneider, Messrs. F. H. Barnes, D. W. Shillinglaw, and 43 Chinese.
Per Zafiro, from Manila—Messrs. J. H. Gibson, C. Jose, Miss J. C. Ankrum and child, Dr. W. Wilson, Messrs. J. L. Irwin, H. Bollhuist, H. Worsley, D. A. Feller, J. K. Kerick, C. E. Mudie, Lieut. Comdr. Bryan, U.S.N., Mrs. F. Greene, Miss Greene, Messrs. R. Petrich, Fletcher Ladd, A. W. Miller, J. R. Mitchell, Miss Straub, E. E. Brabrook, C. E. Menbert, H. Jose, A. Custadio, G. Domingo, G. Bayamin, M. Oledmo, Mr. and Mrs. M. Del Rosario, Mr. G. Oledmo, Mrs. S. Oledmo, Mr. M. Oledmo, S. Toledo, Mrs. P. Toledo, Messrs. M. Toledo, C. Gregorio, Mrs. A. Gregorio, Mrs. S. Gurnan, and 68 Chinese.
Per Empress of China, from Vancouver—Mr. H. H. Noyes, Mr. and Mrs. H. Skinner, Mr. and Mrs. G. P. Handy, and Mr. J. T. Bibb. From Yokohama—Miss J. L. Durham, Messrs. F. E. King, A. W. Miller, J. R. Mitchell, Miss Straub, E. E. Brabrook, C. E. Menbert, H. Jose, A. Custadio, G. Domingo, G. Bayamin, M. Oledmo, Mr. and Mrs. M. Del Rosario, Mr. G. Oledmo, Mrs. S. Oledmo, Mr. M. Oledmo, S. Toledo, Mrs. P. Toledo, Messrs. M. Toledo, C. Gregorio, Mrs. A. Gregorio, Mrs. S. Gurnan, and 68 Chinese.
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Shipping Reports.

Str. Taurus from Moji:—Fresh brisk, cloudy and foggy weather.
Str. Veroni from Moji:—Strong N.E. breeze, high sea and rainy weather.
Str. Thales from Swatow:—Moderate N.E. wind, smooth sea, dull and showery.
Str. Kiekiang from Wuhu:—Strong N.E. winds, moderate sea, overcast and frequent rain during the passage.

Vessels in Port.

Steamers.
Ailsacraig, Br. s.s., 2,166, Moody, 22nd May.—
Kuchinotzu 17th May, Coal.—M. B. K.
Aki Maru, Jap. s.s., 3,995, Ekstrand, 24th May.—
Seattle, U.S.A. and Shanghai 21st May, Flour and Gen.—N. Y. K.
Anamba, Dan. s.s., 1,158, Carlsen, 17th May.—
Wuhu 12th May, and Chinkiang 13th, Gen.—M. & Co.
Anna, Nor. s.s., 700, Olsen, 21st May.—Saigon 16th May, Gen.—Order.
Catherine Apcar, Br. s.s., 1,730, Stewart, 25th May.—
Calcutta 10th May, Penang and Singapore 17th, Gen.—D. S. & Co. Ltd.
Chowhai, Ger. s.s., 1,115, Tuxter, 22nd May.—
Bangkok 14th May, and Swatow 21st, Rice.—M. & Co.
Formosa, Br. s.s., 617, Evans, 24th May.—
Amoy 24th May, Gen.—D. L. & Co.
Hongkong Maru, Jap. s.s., 3,447, Filmer, 20th May.—
San Francisco 22nd Apr., via Honolulu 29th, Yokohama 12th May, Kobe 14th, Nagasaki 15th, and Shanghai 17th, Mails and Gen.—P. M. S. Co.
Hong Moh, Br. s.s., 2,555, Stinch, 19th May.—
Penang and Singapore 11th May, Gen.—M. & Co.
Jacob Diederichsen, Ger. s.s., 623, Ohlsen, 24th May.—
Hobow 22nd May, Gen.—J. & Co.
Kong Beng, Ger. s.s., 862, Ziegenbein, 24th May.—
Hankow 17th May, Gen.—B. & S.
Kumsang, Br. s.s., 2,078, Buller, 20th May.—
Singapore 14th May, Gen.—J. M. & Co.
Kwangping, Br. s.s., 1,232, Blake, 22nd May.—
Ching-wan-tau 16th May, Coals.—C. E. & M. Co.
Luongang, Br. s.s., 1,090, Weigall, 25th May.—
Manila 22nd May, Gen.—J. M. & Co.
Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 23rd May.—
Cheloo 17th May, Gen.—A. L. & Co.
Maidauru Maru, Jap. s.s., 664, Saito, 25th May.—
Anping via Amoy and Swatow 24th May, Gen.—O. S. K.
Marie Jensen, Ger. s.s., 1,771, Bendixen, 20th May.—
Mojito 15th May, Coal.—J. & Co.
M. Struve, Ger. s.s., 2,200, Brandt, 23rd May.—
Saigon 19th May, Rice.—S. & Co.
Nanshan, Br. s.s., 1,299, Stovell, 22nd May.—
Mojito 16th May, Coal.—B. & Co.
Pella, Br. s.s., 1,928, McGinty, 25th May.—
Canton 24th May, Gen.—S. T. & Co.
Princess Marie, Dan. s.s., 3,517, Barentzen, 25th May.—
Singapore 19th May, Gen.—Melchers & Co.
Rosetta Maru, Jap. s.s., 2,402, Tate, 22nd May.—
Manila 20th May, Gen.—T. K. K.
San Joaquin, Am. s.s., 237, Galdies, 26th Apr.—
Apari, Ballast.—Order.
Shantung, Ger. s.s., 1,000, Engelhart, 12th May.—
Sembilang, Petroleum.—McBain.
Skuld, Nor. s.s., 914, Haussner, 17th May.—
Bangkok 9th May, Rice and Timber.—
Mensong Slang Kee.

SAILING VESSELS.

Columbia, Am. sch., 772, Sprague, 27th Mar.—
B. & S.
Dharwar, Swed. bq., 1,270, Larsson, 11th Apr.—
Fremantle 13th Dec., Sandalwood.—J. M. & Co.
Grosvenor, Br. bq., 516, Boga, 14th June.—
Mauritius 16th Jan., Sugar.—A. & Co.
Guverneur, Fr. bq., 1,125, Corbinesse, 23rd Apr.—
New York 10th Oct., Kerosene.—S. O. Co.
Holliswood, Am. bq., 1,084, Knight, 23rd Feb.—
Fremantle, W. A. 12th Dec., Sandalwood.—G. & Co.
Kenmore, Br. 4-masted bq., 2,437, Burch, 27th Apr.—
Shanghai 20th Apr., Ballast.—S. O. Co.
Omega, Br. bq., 480, Swenson, 18th May.—
Singapore, Timber.—Order.
Pierre Antoine, Fr. bq., 1,740, Reigne, 1st Apr.—
New York 3rd Oct., Oil.—Order.
Vale of Doon, Br. bq., 669, Pedersen, 8th May.—
Rajang and Borneo 12th Apr., Ballast.—S. W. & Co.

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YESTERDAY'S WEATHER REPORT.

Barometer 29.95 29.89
Temperature 77 75
Humidity 81 88
Rainfall 0.21

CHINA COAST METEOROLOGICAL REGISTER.

May 26th, 1903, a.m.

	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok	7 a.m.	30.12	—	S	2
Nemuro	6 a.m.	30.12	—	S	2
Halodate	6 a.m.	30.12	—	S	2
Tokio	6 a.m.	30.03	—	0	0
Kochi	6 a.m.	30.03	—	0	0
Nagasaki	6 a.m.	30.11	—	E	2
Kagoshima	6 a.m.	30.07	—	E	2
Oshima	6 a.m.	30.04	—	E	2
Naha	6 a.m.	29.97	—	NE	2
Ishigakijima	6 a.m.	29.93	—	NE	2
Taihouku	6 a.m.	29.93	—	NE	2
Taichu	6 a.m.	29.91	—	0	0
Tainan	6 a.m.	29.90	—	N	2
Koshun	6 a.m.	29.89	—	E	6
Pescadore	6 a.m.	29.91	—	NE	4
Weihowai	9 a.m.	30.13	68.100	ESE	4 cm
Gutzlaff	6 a.m.	30.04	70.85	NNE	4
Sharp Peak	6 a.m.	29.98	70.85	NE	1 om
Amoy	6 a.m.	29.98	70.85	NE	1 om
Swatow	7 a.m.	29.98	70.85	NE	1 om
Canton	10 a.m.	29.96	70.85	E	3
Hongkong	10 a.m.	29.96	70.85	E	3
Victoria Peak	6 a.m.	29.93	—	E	6
Cap Rock	6 a.m.	29.93	—	E	6
Macao	6 a.m.	29.95	76	E	2 c
Haiphong	6 a.m.	29.88	66	SE	2 o
Malate	6 a.m.	29.96	84	N	2 o
Isolado	6 a.m.	29.96	84	N	2 o
Cebu	6 a.m.	29.92	84	N	2 o
C. St. James	10 a.m.	29.92	84	N	2 o

VISITORS AT THE HOTELS.

HONGKONG.

Ankrum, Mrs. J. C. Howard, Thos.
Anton, A. S. Icely, Rev. F.
Bailhurst, Mr. J. S. James, J. S.
Barrett, E. G. Johnson, Mr. and Mrs. T.
Begley, H. T. Joseph, Mr. and Mrs. Katsch, E. A.
Bissell, E. V. Landon, Lt. Col.
Black, Mr. and Mrs. Kawata, K.
Bogdan, Mr. and Mrs. Marriot, Dr. A.
Bonner, A. E. Mast, Sydney
Borthwick, Mrs. Mast, Mr. and Mrs. E.
Boulton, L. McArthur, T. P.
Brook, E. G. Miller, P. L.
Brown, W. S. Murphy, Mr. and Mrs. E. O.
Bryan, B. C. E. O.
Buxton, Hart. Nichols, F.
Campbell, Mrs. B. Norton, J. T.
Clarke, W. G. Neit, Miss Adele
Colson, J. S. Ollis, Mr. and Mrs. and nurse
Cooper, E. H. Cross, W. H.
Crawford, Mrs. F. Dawson, Mrs. F.
Darbyshire, J. H. Potts, W. H.
Drew, E. D. Rankin, J.
Douglas, Capt. & Mrs. Reid, H. J.
Downing, T. C. Sales, Miss De.
Duke, Mrs. L. Z. Schmitt, V.
Edwards, F. W. Sellars, E.
Elliott, Mr. and Mrs. Shaw, Miss A.
N. Sichel, Schmidt, G.
Ellis, Mr. and Mrs. Somerville, G.
Emerson, A. Thomas, J. A.
Fisher, H. Thomson, Dr. J. C.
Gibson, J. H. Valentin, C.
Glover, Mr. and Mrs. Vangoor, G. B. L.
H. H. Walker, Mr. and Mrs. W. B.
Glover, C. W. B.
Goyoso, J. L. Williams, C. A.
Gram, Mr. and Mrs. Wharton, Mr. and Mrs. J. B.
Hawthorn, W. B. White, Jas. W. A. M.
Heaps, E. Willson, H.
Hill, Mr. and Mrs. T. Woolmer, Mr. and Mrs. H.
Hill, L. D. Wright, Mr. and Mrs. C. Gordon.
Hooper, Mr. and Mrs.

KING EDWARD.

Brien, Robert L. O. McMurray, Mr. and Mrs. W.
Ehrman, J. A. Notton, Mr. and Mrs. R.
Gray, H. A. Notton, Mr. and Mrs. R.
Hogan, P. C. R.
Howard, E. Peace, Mrs. J.
James, Mr. and Mrs. J. Petrich, R.
F.

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